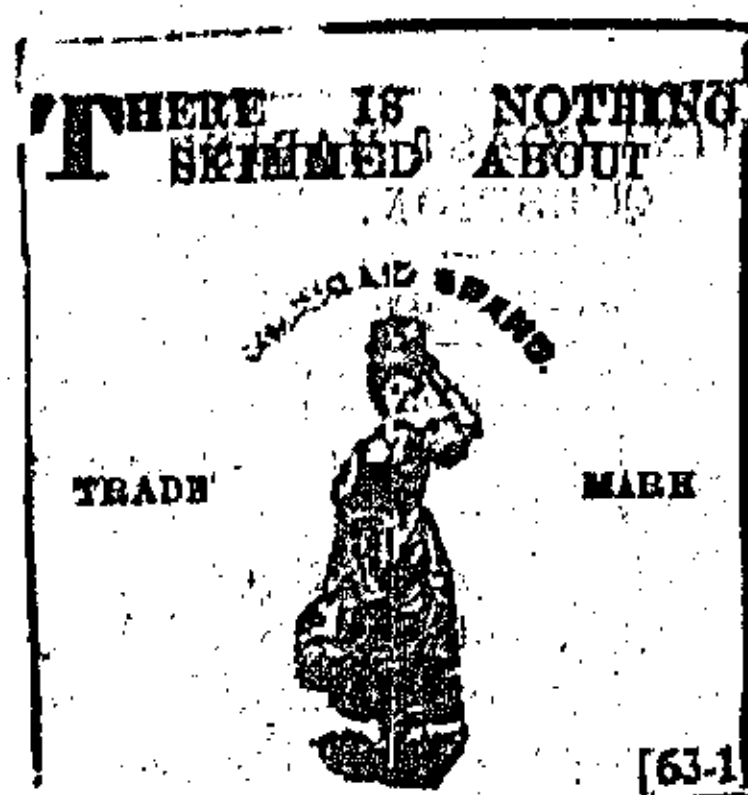




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10.00	"	"
11.00	"	"
12.00 noon	"	"
1.00 p.m.	"	"
2.00	"	"
3.00	"	"
4.00	"	"
5.00	"	"
6.00	"	"
7.00	"	"
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10.30	"	"
11.00	"	"
11.45	"	"
12.00 noon	"	"
1.00 p.m.	"	"
2.00	"	"
3.00	"	"
4.00	"	"
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Hongkong, 1st January, 1913. [c146]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VOGES ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 10TH, 1913.

CASES of brigandage and piracy in the neighbourhood of the Canton Delta and up the West River have become so frequent and so flagrant of late as to raise in many minds the question as to how long the Powers whose trade interests are menaced by the prevailing lawlessness will allow this to go on without active intervention. It can hardly be said that the state of things was worse in the Delta when Admiral Moosbrugger undertook the patrol of the waterways a few years ago with British gunboats than is the case to-day. Notwithstanding that the Chinese authorities have, all told, a fleet of gunboats and armed police launches numbering over a hundred patrolling the river within an area of fifty miles of Canton, reports of small craft being held up and looted by pirates have been frequent, but it has required such sensational affairs as the recent daring adventures of pirate gangs on river steamers flying foreign flags and commanded by European officers to get the public to realise the state of lawlessness which is now prevailing in the Delta and up the River. Pirate gangs are chary as a rule of attacking steamers flying the foreign flag, as they doubtless know that—on some of them, at least—some vigilance is maintained with a view to preventing such episodes as those which have recently happened on the *Tai On* and the *Robert Lebray*. Moreover, the Chinese authorities for some time past have had the river steamers escorted by

gunboats. How many such outrages these precautions have been the means of averting no one can possibly divine, but it affords evidence of how closely the movements of the steamers are watched by the pirates when we have these outrages perpetrated on the rare occasions when no gunboat is in sight of the steamer. Since the *Tai On* piracy occurred we understand a Committee, appointed by H.E. THE GOVERNOR has been considering what measures may be taken on British river steamers for the greater security of passengers and property, and doubtless by this time they have made their recommendations. But whatever measures of protection may be taken on these ships, the Canton Government is not relieved of its own obligation and responsibility for rendering its waterways safe for commerce. Their obvious duty is not only to maintain in the highest state of efficiency the large fleet of gunboats and police pinnaces they now possess for patrolling the waterways, but also to do a great deal more than has been done up to the present to search the pirate lairs for firearms. The reports in every instance show the pirates to be well equipped with firearms, and if success is to be won in suppressing brigandage and piracy, the authorities must bend their energies to the task of depriving the brigand population of the weapons they possess. Until that is done there can be little hope of improvement. Therefore, the sooner the Canton Government strengthens its police control over the population in the riverine towns, and conducts rigorous searches for firearms and makes the possession of lethal weapons without a licence an offence punishable with extreme severity, we do not see how it is possible to hope for the suppression of brigandage and piracy. We have no doubt that the recent attacks on steamers flying foreign flags convey to the Canton Government a warning of the action likely to ensue if these outrages continue, and so we may hope that the warning has already spurred the authorities to more vigorous efforts to safeguard life and property not only on the river but in the Delta.

Three Chinese have been arrested on a charge of being concerned in the theft of property from Canton Road, Kowloon, last week.

The contract of Captain Bleyhoffer as instructor to the Ministry of War in Peking has been renewed for three years.

A few landslides, the result of the heavy rains, took place in the Colony on Sunday, one on Findlay Road and the other near the destructor at the Peak.

Thieves entered the shop of Mr. Stornberg in Queen's Road-Central on Sunday and stole fountain pens, cigar and cigarette holders to the value of \$200.

A Chinese woman was knocked down by a motor-car on Sunday and received injuries which necessitated her removal to the hospital. The driver was arrested.

The nail and needle factory at Han-yang, one of the many creations of the late Viceroy Chang Chih-tung, which had been closed for a long time, has now been opened by a new Company.

The death occurred in Seoul, on 30th May, of Captain Magda Kohler, of the Salvation Army. The deceased lady, who was only 26 years of age, was a Swede by birth and arrived in Korea in December, 1911. Death was due to typhus fever.

A Chinese was brought before Mr. Hazelland at the Magistrate's yesterday by Inspector Kerr charged with the murder of a compatriot on the high seas on board the s.s. *Mausang* and also with stabbing another. A week's formal remand was granted.

The British, German, Austrian and Portuguese Ministers are all leaving Peking during the course of the next ten days for a vacation in Europe. The Italian Minister, we understand, will also probably take a holiday later, says the *China Times* of 31st May.

Reuter's Yunnanfu correspondent states that the mission of the ex-Minister of Finance to Hongkong for the disposal of Yunnan opium is reported to have failed. Discontent has broken out among the local soldiery on account of non-payment of wages. Some apprehension is felt.

The Diplomatic Corps are combining in a scheme for deporting undesirable men and women from Peking and for making it compulsory that foreign-owned "Bars" and "Restaurants" be closed not later than midnight. Undoubtedly the matter should have been dealt with long ago, and it is now anticipated that many difficulties will arise in the matter before they can get rid of this abominable and dangerous class of people.—*China Times*.

A fine of \$2,000 was imposed at the Magistrate's yesterday upon a Chinese who was found in possession of 40 tael of opium.

Twenty cases of plague were reported last week, 18 proving fatal. All were Chinese. Yesterday three fresh cases were notified, bringing the total for the year up to 130. During the week there were one case (British) of diphtheria, which proved fatal, three of enteric fever (one fatal), and one case of puerperal fever, also fatal.

Even Thomas, a seaman who had deserted from the *Empress of Russia*, appeared before Mr. Melbourne yesterday charged with disorderly conduct at Blake Pier on Sunday. It was stated that the defendant was asleep on the pier and when roused by a Chinese constable he struck him. A fine of one dollar was imposed.

At the Marine Court yesterday P.S. Jackson proceeded against H. D. Jones, master of the s.s. *Hung On*, for carrying passengers on more than two decks. It was stated that the officer boarded the steamer and intimated that he wished to count the passengers. He found 396 on the lower and main decks and 133 on the boat deck. The vessel was licensed to carry 338. In answer to Mr. Lewis, who defended, witness stated that it had been customary for many years to carry passengers in this way. His Worship (Commander Basil Taylor, R.N.) dismissed the defendant with a caution.

The Peking correspondent of the *N.C. Daily News* says that Mr. B. F. Alston, who has been appointed in charge of the Legation in Peking during the absence on leave of Sir John Jordan, has been created a Companion of the Order of the Bath. Mr. Alston is senior clerk in the Foreign Office. He has held numerous important posts, and was Councillor of H.M. Legation in Peking in 1912. Besides Mr. S. Burton, Chinese Secretary to the Legation, (mentioned in Reuter's recent telegram), Mr. W. P. Ker, Commercial Attaché, has had conferred upon him a Companionship of the Order of St. Michael and St. George.

THE COMING GERMAN CELEBRATIONS.

SERVICE IN ST. JOHN'S CATHEDRAL.

The programme for the celebration of the 25th anniversary of the accession to the throne of the German Emperor Wilhelm II. has been changed in so far as the divine service on Sunday, the 10th inst., will be held in St. John's Cathedral at 10 a.m. The German Community would be glad to see their friends attending the service. Cards for reserved seats are to be had at the German Consulate.

DEATH OF CAPTAIN A. W. OUTERBRIDGE.

We regret to learn that news has reached the Colony of the death at Iloilo (Philippine Islands) of Captain A. W. Outerbridge, of the China Navigation Company's steamer *Tean*. He went into the hospital at Iloilo when the ship was last there, just a fortnight ago, suffering from internal trouble, and his condition was recognised to be very serious. Mrs. Outerbridge left for Iloilo a week ago, but did not expect to reach there until this morning. Captain Outerbridge appears to have died on Sunday. An old Clifton College boy, he followed in the footsteps of his father in adopting the sea-faring profession. He came to the Far East over thirty years ago and had been ever since in the service of Messrs. Butterfield and Swire. He was, we believe, the commodore of the China Navigation Fleet. For a good many years he had been on the Manila run, and was therefore well known both in Hongkong and in the three leading ports of the Philippines, and a very wide circle of friends will regret to learn that he has passed away so unexpectedly, for just previous to this fatal illness he appeared as strong and active as ever. The cause of death is given as cystitis. He leaves a widow and three young children, two of whom have just recently gone to school in England.

MAIL TRAIN HELD UP IN SIBERIA.

ROBBERY OF THE MAIL.

A Reuter's telegram from Harbin dated June 2nd reads:—"Highwaymen have held up the mail and passenger train near Tarbatai station, 500 miles West of Manchouli. They robbed the postal car, and wounded one postal official." The *N.C. Daily News* says:—"Inquiries in Shanghai point to this train being a post-train carrying local mails only. One such train passes through Tarbatai daily. A train was due in Harbin on Sunday (June 1st) with Home letters, which will leave Tairen on Thursday. No intimation has been received of any mishap to this train."

TELEGRAMS. TELEGRAMS.

("DAILY PRESS" EXCLUSIVE SERVICE.)

CHINESE ATTACK ON BRITISH OFFICERS.

Tokyo, June 8th.

An official inquiry is proceeding at Mukden into the circumstances of an attack made upon Majors Vincent, Dickinson and Haslehurst and party who, while visiting the battle-fields of the Russo-Japanese war, were fired at by Chinese.

The party, being without arms, retreated safely, but had to abandon their animals and baggage.

[THROUGH REUTER'S AGENCY.]

THE DERBY SENSATION.

CRITICISM OF THE STEWARDS.

LONDON, June 9th.

The newspapers are still full of rumours, allegations, and denials of all sorts in connection with the disqualification of Craganour and the running of other horses in the Derby. The stewards still come in for much criticism.

"Hotspur," writing in the *Daily Telegraph*, reproduces with precise details a story current on Saturday night that Mr. Ismay had written the stewards asking whether certain formalities required by the Rules in connection with objections had been fulfilled, and the writer anticipates that this will delay the settlement of accounts. Other papers discredit the report, and as far as the result of the race is concerned the matter seems definitely settled by an authoritative statement in the *Sporting Life*, that Mr. Ismay had not appealed, and did not intend to appeal, and a statement in the *Morning Post*, that Major Loder, one of the stewards, in reply to an enquiry, said—"No appeal had been lodged up to yesterday, and I know nothing of an enquiry being reopened." This is decisive in view of the time requiring appeals to be lodged within 48 hours.

A SUFFRAGETTE "MARTYR."

LONDON, June 9th.

The suffragette Miss Davison died on Sunday afternoon.

MONETARY DAMAGES AGAINST SUFFRAGETTES.

DESCRIBED AS THE BATH BLOW TO MILITANCY.

LONDON, June 9th.

The Defendants affected by the verdict in the window smashing case include all the members of the Women's Social and Political Union, who become jointly and individually responsible for the damage. The papers describe this as the death-blow to militancy.

OUTRAGE AT HURST PARK.

In the early morning the grandstand at Hurst Park Racecourse was gutted. The stables, situated some distance from the stand, were simultaneously ablaze. Suffragists are suspected.

HONGKONG UNIVERSITY.

LONDON, June 9th.

Professor C. A. M. Smith, of Hongkong University, has arrived in London. He hopes to interest British engineering firms in the University.

AMERICAN CONSPIRACY TRIAL.

BOSTON, June 8th.

Mr. Wood, the President of the American Woollen Company, charged with conspiring to create the dynamite explosion which took place in the town of Lawrence during the general strike of 1912, has been acquitted, while the jury disagreed with regard to Atteaux, but found Dennis guilty. All three were indicted on the same charge.

DEATH OF DR. FORBES WINSLOW.

LONDON, June 9th.

The death is announced of Dr. Forbes Winslow, the well-known lunacy expert. [Deceased was a legal descendant of Edward Winslow, first Governor of New Plymouth, one of the leaders of the Pilgrim Fathers.]

[THROUGH REUTER'S AGENCY.]

GERMANY'S ADVANCE IN ATHLETICS.

BERLIN, June 9th.

The Kaiser's Silver Jubilee festivities practically began on Sunday, with the dedication of the huge Olympic and Stadium at Grunewald, where, in the presence of 50,000 spectators, their Majesties the Emperor and Empress, surrounded by their family, the Chancellor, and other high functionaries, reviewed 30,000 picked athletes from the whole of Germany, including contingents of girls and women lawn tennis players, footballers, cyclists, skaters, ski-runners, &c. all appropriately dressed and equipped. General von Podolski, the President of the German Olympic Committee, in the course of a short patriotic speech, extended to the Kaiser the greetings of two and a quarter millions of Germans affiliated to the Committee, and exhorted all to take as their motto "Ever ready for the glory of the Empire."

As he ended his speech, 10,000 Army carrier pigeons were released, taking the speech to all corners of the Empire, to be issued as a public proclamation.

Afterwards there were athletic displays.

The Duke of Somerset, Chairman of the British Olympic Association, was among the Emperor's guests at the luncheon which followed.

EXPLOSION ON A BRITISH SUBMARINE.

LONDON, June 9th.

An explosion occurred in the engine-room of Submarine E. 5 at Millford Haven. One of the crew was fatally injured, and eleven were seriously injured, including Commander Moore.

CHINESE IN PANAMA.

NATURALISATION PROHIBITED.

PANAMA, June 9th.

The President of Panama has signed a decree prohibiting the naturalisation of Chinese.

NEW CHIEF MAGISTRATE KNIGHTED.

LONDON, June 9th.

Mr. John Dickinson, the newly-appointed Chief Metropolitan Magistrate, has received the honour of Knighthood.

THE AUSTRALIAN ELECTIONS.

MELBOURNE, June 9th.

The Liberals have now 38 seats, and the representatives of Labour only 37.

Sir W. J. Lyons was defeated in his attempt to secure a seat in the Senate.

The figures continue to point to the rejection of the Referendum proposals, and the Cabinet meets this week to consider the position.

THE POLITICAL SITUATION IN CHINA.

ACTION BY THE CHAMBERS OF COMMERCE.

The *Sin wan pao* says:—"The office of the united Chamber of Commerce at Shanghai received a telegram from the delegates of Chambers of Commerce at Peking to the following effect:—"The representatives of Chihli, Hupeh, Hunan, Heilungkiang, Anhui, Shansi, Shanung, Mukden, Kirin, Kiangsi, Honan, Szechwan, Kwan-tung and Harbin have also arrived at Peking and have daily consulted with the members of the Kuoming-tang and arranged an amicable settlement of the political disputes and the two big political parties, recognising the delegates of the Chambers of Commerce as the most effective mediators, have sent us their responsible representatives respectively and we have opened negotiations and we observe signs of having the two parties solve the affairs amicably. Further news will follow."

ITALO-CHINESE COMMERCE.

DEVELOPMENT PROPOSALS.

The Kungshangpu (Ministry of Commerce and Industry) has been notified of the issue of the prospectus of the Cameradi Commercio Italo-Chinese at Naples. The object of the association is to develop Chinese-Italian commerce and industry. The notification states that the consumption of Chinese goods in Italy amounts in value to 28,000,000 francs yearly. These products, and the new organisation, consequently, will arrange for direct trade, which will considerably reduce the selling price of goods and lead to a considerable extension of trade. The honorary committee consists of the Chinese Minister of Commerce, Italian Minister of Commerce, and the Chinese Minister at Rome and the Italian Minister at Peking, besides several other prominent Chinese and Italians.

A CHINA COAST MARINE QUESTION.

[BY A JUNIOR WITH WIDE EXPERIENCE.]

The cause and remedy for the lately much ventilated shortage of European junior mates in the steamers trading under the Red Ensign on the Coast of China is, I think, not far to seek for anyone possessing experience of the Mercantile Marine during the past 25 years or so, and more especially for those having knowledge of the later days of the transition period from sail to steam. It is a matter of common experience that the comfort or otherwise of those serving on a ship depends upon the type of the shipmaster. In the days of the single ship, or small companies, the master held a more autocratic position than in these days when companies control big fleets, and junior officers were more subject to the individual whims and idiosyncrasies of each particular master according to his stage of education or refinement. It is mostly in steamers mastered by men of earlier coast days, who joined the service when the Mercantile Marine was more akin to the present day China coast partly-educated crews, men who still adhere to the old saw, "What was good enough in my early days should suffice for my junior,"—where the shortage principally exists. They do not seem to grasp the fact that the position of the modern junior mate has considerably improved in the large majority of steamers trading out of the United Kingdom, from what it was in their hard days—the bosun and second mate combined days—thanks to the efforts of the various nautical professional associations, and to the substitution of steamships. There were many well-bred gentlemen commanding and officering our old Indiamen, tea, and wool clipper; but the greater number of these had gradually given up the sea as a profession in the earlier transition days, and their places were taken in the majority of cases by men who in their time would not have been upon the quarter-deck. It naturally follows that the men who have had the doubtful honour of serving with this type of master are mainly responsible upon their return home for the circulation of the reports in connection with China Coast service, generally prevalent in professional shipping circles at home, which deter the young junior mate of the right sort from taking such long odds against success at the outset of his career, despite the fairly good pay conditions which prevail upon the Coast. In those steamers where the above type of master has been superseded by the modern generation, no difficulty seems to be experienced in obtaining juniors of the right sort and in afterwards retaining their services. The out-of-date type of master is usually an old servant of the company in whose steamer he happens to be serving, and the companies cannot be expected in the interests of the shareholders either to pension them off or to remove them unless occasion demands it; but the men themselves, who in most cases have acquired satisfactory "piles" during their service on the Coast, might themselves relieve the situation, by voluntarily retiring upon their, in most cases, well-invested savings in the interests of modern progress and the rising generation; failing which, we must either patiently await the "hand of Time," or Legislation for the admission of the well-educated Asiatic to the nautical examination for marine service upon the China Coast.

THE PEKING PLOT.

CHARGE AGAINST GEN. HUANG HSIUNG.

As was to be expected, much attention is being paid in political circles in Shanghai to the charge which Peking has asked to be brought against General Huang Hsiung in connection with the alleged plot against the President. Among the supporters of the General's party, says the *N.C. Daily News*, indignation is felt, and the whole matter is regarded as but another move in the game of high politics which has been proceeding during the past months. Another view is that the demand for his arrest is in the nature of a red herring across the trail of Chao Ping-chun, for whose trial as an accomplice in the Sun murder the party in Shanghai has been clamouring. The facts, concerning the woman and the arrest of General Huang are perfectly clear. The arrest of the alleged women plotters in the capital was followed by instructions to the Procurator-General in Shanghai to take measures to have a warrant issued for the General's arrest upon a charge of complicity. The Procurator accordingly took the customary steps, laying the request for a warrant before Mr. Ivan Chen, Commissioner for Foreign Affairs, with the documents in the case. General Huang is a resident in the Settlement, and for his apprehension a Mixed Court warrant would have to be obtained. Mr. Chen has now forwarded the documents to Mr. Kuan Chün, Mixed Court Magistrate, with the application for the warrant.

Some details of the alleged plot have transpired in Shanghai. It is stated that the services of a number of women were secured, and that they undertook to convey bombs to the capital for a sum of \$300 apiece. This was but a preliminary payment. Some time ago we mentioned that such a plot, necessitating the manufacture of a quantity of bombs, was afoot, and there seems to be no doubt that the information then obtained referred to what has now been discovered in Peking. The *Shen pao* understands of the Mixed Court, upon receiving instructions from the Commissioner of Foreign Affairs, wrote out an order himself requiring the General's attendance at the Court for a preliminary inquiry. He has forwarded the order in question to the Senior Consul for endorsement.

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THE Undersigned has received instructions to Sell by Public Auction,

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5 COLOUR VASES, FIGURES, PLATES, BLUE and WHITE VASES, PLATES, INCENSE BURNERS and PLAQUES, CRYSTAL and AGATE ORNAMENTS, SNUFF BOTTLES, etc., from the TOW-KWANG to SUNG DYNASTIES.

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On View from FRIDAY, the 13th JUNE, 1913.

Catalogues will be issued.
Terms:—Cash on delivery.
GEO. P. LAMBERT,
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Hongkong, 10th June, 1913. (778)

WANTED.

FOR an Outpost in November or after Christmas (for a year or 18 months), an EXPERIENCED GOVERNESS thoroughly competent and well recommended. For particulars apply to—

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Care of "Daily Press" Office.
Hongkong, 10th June, 1913.

TO LET.

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Apply—
LINSTEAD & DAVIS.
Hongkong, 10th June, 1913. (780)

THE "INDRA" LINE, LIMITED.

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THE Steamship

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Captain A. H. Smith, will be dispatched as above on 23rd June.

This Steamship has superior accommodation for a limited number of Saloon Passengers.

For Freight or Passage, apply to

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Agents.
Hongkong, 10th June, 1913. (781)

WANTED.

LICENSED MOTOR CAR DRIVER

Wanted.
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Hongkong, 7th June, 1913. (771)

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Good Handwriting and through Knowledge of English indispensible.

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MANAGER,
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Hongkong, 3rd June, 1913. (762)

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SKILLFUL Safety in the General or Electric.

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Hongkong, 8th May, 1913. (652)

FOR SALE.

NO. 199, WANCHAI ROAD, INLAND LOTS No. 742 and 743.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 3rd June, 1913. (753)

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

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NOTICE TO SHAREHOLDERS.

A DIVIDEND on Account of the year 1912 of SIXTY CENTS per Share will be Payable at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after the 2nd June, 1913, on Warrants to be obtained at the Company's Office.

The Dividend will also be Payable at the HONGKONG AND SHANGHAI BANK, Shanghai, on and after the same date.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 2nd June, 1913. (756)

THE HONGKONG IRON MINING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the SCRIPT CERTIFICATE No. 28 with respect to 100 Shares Nos. 6501-6500 in the above-named Company standing in the name of ARCHIBALD CAMPBELL MACMILLAN, of Hongkong (since deceased), has been LOST, and should the same not be produced before the 13th day of September, 1913, a new Scrip Certificate will be applied for in the name of the Personal Representative of the said Deceased.

DEACON, LOOKER, DEACON & HARTON,
Solicitors for the Estate in Hongkong of ARCHIBALD CAMPBELL MACMILLAN, Deceased.
Dated this 6th day of June, 1913. (775)

INTIMATIONS

CANTON INSURANCE OFFICE, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Office of the General Agents of that Company, No. 16, Pedder Street, Victoria, in the Colony of Hongkong, TO-MORROW (WEDNESDAY), the 11th day of June, 1913, at Noon, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 21st day of MAY, 1913, will be submitted for confirmation as Special Resolutions:—

(1) "That the draft new Articles be approved."
(2) "That the new Articles already approved by this Meeting which have for the purpose of identification been subscribed by the Chairman of the Company be and they are hereby adopted as the Articles of the Company in substitution for and to the exclusion of all the existing Articles thereof."

Dated this 21st day of May, 1913.
JARDINE, MATHESON & Co., Ltd.,
General Agents,
CANTON INSURANCE OFFICE, LTD. (697)

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING of Members will be held in the Gymnasium TO-MORROW (WEDNESDAY), the 11th JUNE, 1913, at 5.30 p.m., for the purpose of Statement of Accounts for 1912.

F. LAMBERT,
Hon. Secretary.
Hongkong, 5th June, 1913. (760)

NOTICE.

BREWER AND COMPANY, LIMITED, of Shanghai and Hongkong, Booksellers, &c., Give Notice that they have this Day disposed of their Interest in the Business carried on in Hongkong by them to Mr. D. RUMJAHN, who will continue the Business under the name of BREWER AND COMPANY, Hongkong, and will collect all accounts due to the Firm of BREWER AND COMPANY, LIMITED, in Hongkong, and will as Agents for the said Company pay all outstanding accounts due by the same Company.

BREWER AND COMPANY, LTD.,
EDNEY PAGE,
Managing Director.
1st June, 1913. (768)

I, the Undersigned, have this Day acquired the Business of BREWER & Co., Ltd., Pedder Street, Hongkong, and will carry on the same Business under the style and name of BREWER & Co., at the above address.

D. RUMJAHN,
Hongkong, 6th June, 1913. (769)

TRAMWAY ALTERATION, HAPPY VALLEY.

HEREBY GIVE NOTICE, in accordance with Section 7 of the Tramway Ordinance of 1907, of my intention to apply to the Governor-in-Council for power to remove the crosswalk which is nearest to the entrance of the Race Course Grand Stand Enclosure to a position about 67 feet nearer Morrison Hill.

J. J. STODART KENNEDY,
General Manager,
HONGKONG TRAMWAY CO., LTD.
Hongkong, 5th June, 1913. (759)

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

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Correspondence and Tabulated Work turned out with Accuracy and despatch.
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Telephone No. 650.
Hongkong, 1st June, 1913. (773)

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FOR FULL PARTICULARS SEE OUR HAND-BILLS DAILY.

Special Late Tram after each Performance.
Box Plan at ROBINSON PIANO CO., LTD.
COL. BOB LOVE, Touring Manager.
Hongkong, 9th June, 1913. (778)

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GREAT DEMAND FOR LONG-WAIST.

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HOSAIN-ALI & Co.,

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Hongkong, 10th June, 1913. (45)

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"BREEZY VILLA," No. 2, Park Road
4-Roomed Bungalow with Tennis Court. Commands splendid View of Harbour. For Rent, etc., please apply to—
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Hongkong, 28th March, 1913. (707)

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NEW MODERN 3-ROOMED FLATS with Two Bathrooms, Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Tiles. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession.

NEW FIVE-ROOMED TERRACE HOUSES with Tennis Courts. Ready for occupation about 1st May.

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Hongkong, 7th June, 1913. (587)

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From 1st February, 1913, MERION, No. 1 Peak, Furnished or Unfurnished, 6 ROOMS To Let or For Sale. "GLENHILL," No. 124, Barker Road, Peak, 5 ROOMS.

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Hongkong, 33rd May, 1913. (64)

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"EDGEHILL," No. 6a, The "EAK" apply to—
R. SUTHERLAND,
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Hongkong, 9th May, 1913. (598)

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A. S. HEWITT,
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Hongkong, 14th April, 1913. (153)

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Comptroller Department,
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Hongkong, 29th April, 1913. (522)

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A HOUSE in KNOTSWOOD TERRACE.

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Hongkong, 1st June, 1913. (506)

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OFFICES Nos. 12 & 14, Queen's Rd. Central. No. 9, MOUNTAIN VIEW, PEAK. No. 5, STEWART TERRACE, PEAK.
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M. J. D. STEPHENS.
Hongkong, 25th May, 1913. (722)

TO LET.

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Hongkong, 14th May, 1913. (669)

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K. TSUDZURABARA, Manager
Hongkong, 1st May, 1913. (636)

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A. R. LINTON,
Manager.
Hongkong, 30th May, 1913. (90)

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G. VERMET, Manager,
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Hongkong, 23rd April, 1913. (21)

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But when we pass to St. John's position is completely changed. The acquire of this Gospel (as far as ch. v. is written in a hand different from the rest of the MS., and apparently later (though Professor Sanders is of contrary opinion, for reasons which not seem very convincing). Here that is of a decidedly earlier and better than in St. Matthew, but it fluctuates character, as though a text originally the best Egyptian type had been subsequently modified in transmission. In

the truth and sin no more, but may, inhering the spiritual and incorruptible glory of righteousness.

Enough has been said to show that in the Freer MS. Biblical scholars have new material of a highly interesting kind. Textual as well as paleographic considerations make the 16th century a more probable date for it than the fourth, to which Professor Sanders, with the invariable enthusiasm of a first editor, is inclined to assign it; but that is early enough to place it in the first class of authorities for the text of the four Gospels, and to ensure a cordial welcome to the sumptuous edition which we owe to the University of Michigan and to the enlightened munificence of Mr. Freer.

The Nestlé and Anglo-Swiss Condensed Milk Co., since establishing at the beginning of the year depots in Hongkong, has offices in the General Post Office Buildings, has been conducting a vigorous advertising campaign in making their products more widely known. These products include the well-known "Milkmaid" brand of condensed milk, and sterilised natural milk; Milkmaid evaporated cream, and mixtures such as coffee and milk, chocolate and milk, and cocoa and milk; and also Nestlé's, Peter's and Kohler's chocolates. We have received from the Company a little booklet describing these productions and their uses. The reputation of the products have won in the world by their purity and excellence, and has been augmented from the fact that the Company has over 30 factories in England, the Continent of Europe, America and Australia, giving the business rank as by far the largest concern of the kind in the world. Mr. A. G. Coppell is in charge of the Hongkong depot.

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NURCAGES, NEURALGIA, PILES, GOUT, STAMEN, PAINFULNESS
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MED. CH. 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536,

75 All Claims must be filed on or
21st inst., otherwise they will not be recog
S. MORIMO
Agent.
Hongkong, 6th June, 1913,

Hongkong, 7th June, 1913.

THE CENTENARY OF HOLLAND.

WHAT SHE HAS TO THANK HER ENEMIES FOR.

[BY A CONTRIBUTOR TO THE "STRAITS TIMES."]

This year, 1913, the Dutch are celebrating the centenary of their true independence, for the Netherlands, after having passed through a period of republicanism and a period of French rule under Napoleon's brother, Louis Napoleon, one hundred years ago recalled the then chief representative of the House of Orange and declared itself a kingdom with William (of Orange) as King. During the century which has elapsed since then, three kings and a queen have ruled over Holland, and the eleven provinces of the Northern Netherlands have enjoyed much prosperity.

It may not be generally acknowledged or even considered, but the Netherlands have England to thank for the greater part of that prosperity. The weak policy followed in settling the Malay peninsula only and leaving the finest islands of the Malay archipelago in Dutch hands has made Holland one of the first colonial powers of the world and is a period in the history of British colonial enterprise over which a curtain should be drawn. Had England had more men of the Raffles type at the head of affairs in those days, the neighbouring Dutch islands would be in the hands of the British nation now.

When Java and the surrounding Settlements were returned to the Dutch, after England had held them during the Napoleonic wars, England gave to Holland her present security and independence; for would Holland not have been but a small State in the German confederation had she not had her Eastern colonies? True, she has a few colonies in South America, but more likely than not, were any first-rate power to make a bid for them, Holland would be glad to get these expensive luxuries off her hands; the Dutch West Indian colonies are worthless.

COMPARISONS.

England settled in the Malay peninsula—and nearly even kept that to the Dutch; the Dutch wisely kept Java and the surrounding islands. Comparison is said to be odious; odious or not, it is indispensable. And to show that Holland's prosperity is practically a consequence of England's weak policy and (or) blind generosity, a comparison of the economic value of the Malay peninsula and Java (leaving the other valuable islands, Sumatra, Borneo, Celebes, Timor, etc., out of consideration) is given here. The wealth of a country depends upon its area, its population and its production (in this case, exports). Java alone has an area of 50,000 square miles; all together 740,000 square miles. The population of Java is 30,000,000; that of the total possessions 40,000,000. The population of Java per square mile averages about 600. The Settlements, the F.M.S. and Johore have a total area of about 44,000 square miles; the total population of the peninsula is less than 3,000,000 or about 70 per square mile.

Before the rubber boom, the principal exports from the peninsula were tin, coffee, hides, rattans, sugar, pepper, tobacco, copra, gums, etc. Java exports all these and, excepting tin (which is, however, produced in huge quantities in the neighbouring Dutch islands of Banka and Billiton), in larger quantities; but besides these products, Java supplies about a sixth of the cane-sugar production of the world, supplies practically all the world's Peruvian bark, large quantities of tea, coffee, tobacco, rice, etc., whereas the surrounding islands are rich in tin, rubber, petroleum, valuable metals, including gold, etc., etc. The exports from the Dutch East Indies are valued at £45,000,000 and are increasing annually. It is not clear that the Dutch possess territory in those parts of immense value, which, had the English government of a century ago acted more wisely, would have been in British hands at the present time.

DEFENSE OF EASTERN COLONIES.

And is it not obvious that Holland's prosperity is dependent upon these colonies? Take her two principal ports, Amsterdam and Rotterdam. They have a certain amount of Rhine traffic, but their East Indian trade is enormous. Consider the large and powerful steamship lines, which run regular weekly services between Holland and the Dutch colonies. Is it necessary to mention them: the "Nederland" line, the "Rotterdam Lloyd," the local "Paketaart" company, one of the most powerful steamship lines in the East, and others? Think of the profits these lines alone yield. Without her eastern colonies, Holland would be a nonentity, would not count, would—as already remarked—be a small German State; what is a nation of five million inhabitants situated between the two greatest European Powers? The individual Dutchman, too, if he has made any money at all, has made it in the East Indian colonies. Salaries and costs of living in Holland itself are very low indeed. And now the Dutch Government proposes to build five " Dreadnoughts." But not to defend Holland; no, to defend the Eastern colonies, where the nucleus of the fleet is to be stationed.

Holland knows, without her colonies she would soon be swallowed up by Germany; even with her colonies the fear is upon her. As long as she has her Eastern possessions, however, her independence is practically assured; the great Powers would not care to see these valuable East Indian islands fall into the hands of any excepting themselves, and Holland knows this. Holland fears the loss of her colonies, for she knows that the day she loses them her day of doom will have arrived. Nothing will prevent the long arm of Germany from reaching her.

Holland has to thank in the first place her colonies in the East for the prosperity she has enjoyed during the past century, but in the second place England—or rather England's weakness—because if England possessed the Malay islands, and not Holland, Holland would not be celebrating her centenary to-day and Queen Wilhelmina would more likely be a German Grand Duchess than a Queen.

THE ETIOLOGY OF BERI-BERI.

INVESTIGATIONS IN SIAM.

The Bangkok Times of the 24th ult. publishes lengthy extracts from a Government publication just issued under the title of "Studies on Beri-Beri and its Prevention in Siam," being a Report upon certain investigations on Beri-Beri carried out in Siam by the Medical Officers of the Health Department of the Ministry of Local Government, and presented by Dr. H. Campbell Hight, Principal Medical Officer of Health, Bangkok. In a leading article on the Report our Bangkok contemporary says:—

It is unquestionably a remarkable publication, and one that will be received everywhere as reflecting the greatest credit on the Government of this country. So complete is the record now presented, so thorough have the investigations over the whole range of the subject been, and so clearly are the results set forth that it may be said these "Studies" were worth waiting for. In general, of course, they can but confirm results already published by other workers. But it is worth noting that the experiments here are entirely based on observation on human beings, and therefore must have more weight than observations on a similar disease in fowls.

And not only does the report detail the evidence from Siam; it also establishes the chemical composition of the rice of this part of the world, and clears away for ever the misconception that "Siam rice" is considerably more potent in its beri-beri producing powers than Rangoon rice. By a series of experiments at Government institutions, conducted with parboiled rice, with under-milled rice prepared by hand, and with under-milled rice prepared in a steam mill, it was proved beyond all question that beri-beri is a preventable disease. It has further been demonstrated that the Bangkok mills can produce a rice which can be safely consumed as the staple article of diet without causing beri-beri, and which can be milled easily, cheaply, and in any quantity desired. These things had got to be proved in Siam, because here in this country the white polished rice theory of the etiology of beri-beri has been the subject of some misunderstanding, and so great has been the prejudice against it that perhaps even now we would disbelieve it if we could, despite the weight of international opinion behind it. The Report also contains valuable matter in the details of the elaborate series of experiments carried out in the Laboratory of the Medical Officer of Health here, and the results of similar analyses made in four other laboratories in Europe and America. All workers at this problem have been making their own analyses, but this comparison is unusually complete, and it certainly demonstrates that Siam rice has a high content of protein and fat as well as of phosphorus; and when not too highly milled is a nutritious grain. The importance of this laboratory work that has been carried out here so thoroughly lies in the possibility of legislation against white polished rice in neighbouring countries. There is a wide-spread feeling that in view of the economic loss caused by beri-beri "something should be done." Possibly that something will be to declare a rice which yields a phosphorus pentoxide content of less than 0.4 per cent. to be an adulterated article. As it has been proved that, though the amount of phosphorus is an indicator, phosphorus itself is not the protective substance, Dr. Hight is of opinion that it would be safer to wait till the real protective substance has been identified and separated before attempting to lay down a standard satisfactory to legislators and to commercial men. But whether legislation against polished rice is practical or not, two things are now made quite clear and are important enough to be specially emphasized. One is that Siam rice can meet any requirements which deal equally with the rice of any other country; and whatever steps may be taken the rice industry of the country will not suffer in any way. In fact legislation such as has been suggested might be to its advantage, as it has been demonstrated that this port can supply the kind of rice that is wanted. The other important point is that this disease is causing a great loss to the country by invaliding and death and that it is a loss which can be easily prevented without going to any expense at all.

PASSED THE CANAL.

May 16th — Agamemnon, Ernest Simons, Mactoon, Monmouthshire, Nyanza, Sardinia, Ormon, 20th. Bentwaters, C. Ford Loez, Derflinger, Asama, Sochen, Goldenfeld, Andraghzi, 23rd. Arutin, Mary, Igo, Mary, Sado, 27th. Hayson, Atlanta, Rhesus, 30th. Antiochus, Caplan, Xort, Peiho, Simla, 6th. Bulow, Ernest Simons, Glenroy, Hirona, Maru, Satsuma, Tenkai, Teucer, Tydeus, Den of Glamis, June 3rd—Hyton, Interlyde, Scandinia, Specia.

ARRIVALS AT HOME.

June 8th—Anazone, Rhesus.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on Sale daily at the following Stores: KOWLOON BOOK STALL, Ferry Wharf, Messrs HUNG CHEONG, Haiphong Road

SHIPPING IN PORT.

STEAMERS.

AWA MARU, Japanese str., 3,012, R. Shimidzu, 8th June—Seattle 8th May, General.—Nippon Yusen Kaisha.
BENEDI, British str., 2,363, A. Tough, 8th June—Mojoi 30th May, Coal.—Gibb, Livingston & Co.
BOMBAY MARU, Japanese str., 3,398, M. Tozawa, 8th June—Mojoi 2nd June, General.—Nippon Yusen Kaisha.
CANTOX, Swedish str., 2,164, Kenstrom, 7th June—Antwerp 1st June, General.—Arthur Milson & Co.
CHIBEL, British str., 1,143, McGarity, 31st May—Hongay 28th May, Coal.—Butterfield & Swire.
CHIRUVA, British str., 1,353, Finlayson, 6th June—Manila 3rd June, General.—Butterfield & Swire.
CHIPSUR, British str., 1,190, T. M. Meyrick, 8th June—Tientsin 1st June, General.—Jardine, Matheson & Co.
CHUNSHANG, British str., 1,488, C. J. Mattock, 31st May—Singapore 24th May, General.—Jardine, Matheson & Co.
COQUET, British str., 2,865, Sutherland, 7th June—Mojoi 31st May, Coal.—Mitsui Bussan Kaisha.
DEVAVONGSE, British str., 1,047, Shearer, 5th June—Saigon 1st June, Rice.—A. Runc & Co.
DOROTHEA RICKMERS, German str., 2,667, W. Thode, 2nd June—Sabang, General.—Mitsui Bussan Kaisha.
EIGER, Norwegian str., 875, E. Fingelsen, 30th May—Dairen 24th May, General.—Chinese.
FAUSANG, British str., 1,461, H. S. Melkin, 6th June—Singapore 31st May, General.—Jardine, Matheson & Co.
HAIYANG, British str., 1,363, Hodgins, 8th June—Fochow 5th June, General.—Oshima.
HALVANG, Norwegian str., 1,056, C. Andersen, 30th May—Hoilow 29th May, Rice.—C. S. S. N. Co.
HANGONOR, British str., 999, Owen, 7th June—Chetoo 31st May, General.—Butterfield & Swire.
HONGKONG, French str., 739, Marquerite, 7th June—Haiphong 5th June, General.—A. R. Martz.
ICANG, British str., 1,228, W. Shane, 3rd June—Chingwantao 28th May, Coal.—Butterfield & Swire.
INDRASANA, British str., 3,366, J. P. Jones, 8th June—Mojoi 2nd June, Coal.—Order.
KAPONG, British str., 1,040, Sidford, 4th June—Hoilow 3rd June, General.—Butterfield & Swire.
LABRETS, British str., 1,370, C. Wawn, 4th June—Saigon 31st May, Rice and General.—Chinese.
LECHOW, British str., 1,234, W. Baddeley, 1st June—Shanghai 29th May, General.—Butterfield & Swire.
MACHER, German str., 959, R. Zollner, 31st May—Bangkok 28th May, Rice and Mail.—Butterfield & Swire.
MANDARIN MARU, Japanese str., 3,945, T. Apat, 6th June—Mikio 31st May, Coal.—Mitsui Bussan Kaisha.
MARIE, German str., 832, Schlaikier, 4th June—Guaymas 1st May, General.—Jensen & Co.
MATHILDE, German str., 832, Schlaikier, 4th June—Haiphong 1st June, Coal.—Jensen & Co.
MONGOLIAN, American str., 8750, Emory Rice, 1st June—San Francisco 3rd May, Mail and General.—Pacific Mail S.S. Co.
MONTAGUE, British str., 3,853, F. J. Davison, 13th May—Vancouver 17th April, Flour and General.—Canadian Pacific Railway Co.
NILEUS, British str., 4,260, Lewis, 7th June—Shanghai 4th June, General.—Butterfield & Swire.
NIPPON MARU, Japanese str., 3,452, A. G. Stevens, 6th June—San Francisco 10th May, General.—Toyo Kisen Kaisha.
PARLAT, German str., 1,018, J. Wenzel, 8th June—Bangkok 1st June, Rice and Wood.—Butterfield & Swire.
PICHAVUR, German str., 1,073, C. Gosevich, 6th June—Bangkok 30th May, Rice.—Butterfield & Swire.
QUANTA, British str., 1,145, H. Nadsen, 29th May—Bangkok 20th May, Rice.—Stensen & Co.
RANGON MARU, Japanese str., 3,316, Y. Katsushita, 6th June—Bomby 17th May, General.—Nippon Yusen Kaisha.
SARISE RICKMERS, Dutch str., 573, Jact 4th June—Yokohama 28th May, Bulk Oil.—Asiatic Petroleum Co.
SEANGCHOOK, British str., 3,722, W. T. Larkins, 30th May—Singapore 25th May, General.—Chinese.
SINGAN, British str., 1,047, G. Morse, 8th June—Hongay 6th June, Coal.—Butterfield & Swire.
SOSRU MARU, Japanese str., 1,119, K. Tashiro, 6th June—Swatow 5th June, General.—Osaka Shosen Kaisha.
SUISING, British str., 1,760, Simpson, 7th June—Shimonoseki 1st June, Coal and General.—Jardine, Matheson & Co.
SUMATRA, German str., 549, E. Schumacher, 7th June—Admiralty Islands 24th May, Copra.—Melchers & Co.
SZECHEW, British str., 1,143, Jones, 3rd June—Hongay 1st June, Coal.—Butterfield & Swire.
TACOMA MARU, Japanese str., 3,830, T. Hamada, 4th June—Manila 1st June, General.—Osaka Shosen Kaisha.
TAMON MARU, Japanese str., 2,709, A. Kabaguchi, 7th June—Karatsu 1st June, Coal.—Mitsui Bishi Goshi Kaisha.
TALTYRUS, British str., 6,525, H. L. Allen, 6th June—Liverpool 25th April, General.—Butterfield & Swire.
TOO SHU, Chinese str., 577, O. H. Hoig, 1st June—Honkche 29th May, Salt.—Order.

"DOG AND GUN WITH IN THE NEW TERRITORY."

BEING the Series of Articles contributed to the "HONGKONG DAILY PRESS" Sportsman, reproduced in book form

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910.

WEATHER REPORT.

On the 9th at 11.55 a.m.—Pressure has increased moderately over Japan, which is now covered by a moderate anti-cyclone. It has decreased rapidly at Weihaiwei owing to the approach of a depression from the westward.

The southern depression is moving eastward. Variable winds and squally weather may be expected along the east coast of China.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 1.83 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Director Forecast.

Hongkong & Neighbourhood

Formosa Channel

South coast of China between the same as Hongkong and Formosa

South coast of China between West winds Hongkong and Hainan

S.W. winds, fresh, squally, moderating later; cloudy, rain at times.

CHINA COAST METEOROLOGICAL REGISTER.

9TH JUNE, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vietnam	7 a.m.	29.95	32	50	SE	4	o
Namur	6 a.m.	30.10	—	—	—	—	—
Hakodate	—	30.11	—	—	—	—	—
Yokohama	—	30.14	—	—	—	—	—
Kobe	—	30.05	—	—	—	—	—
Nagasaki	—	29.95	—	—	—	—	—
Kagoshima	—	29.98	—	—	—	—	—
Oshima	—	30.16	—	—	—	—	—
Naha	—	29.89	—	—	—	—	—
Ushijima	—	29.86	—	—	—	—	—
Sonai Is.	—	29.75	—	—	—	—	—
Choshi	—	—	—	—	—	—	—
Weihaiwei	—	29.33	62	94	SSW	5	o
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Chungking	—	—	—	—	—	—	—
Shanghai	—	29.65	66	—	NW	1	o
Shanghai	—	29.66	68	—	NW	1	o
Shanghai	—	29.67	69	—	NW	1	o
Shanghai	—	29.68	70	—	NW	1	o
Shanghai	—	29.69	71	—	NW	1	o
Shanghai	—	29.70	72	—	NW	1	o
Shanghai	—	29.71	73	—	NW	1	o
Shanghai	—	29.72	74	—	NW	1	o
Shanghai	—	29.73	75	—	NW	1	o
Shanghai	—	29.74	76	—	NW	1	o
Shanghai	—	29.75	77	—	NW	1	o
Shanghai	—	29.76	78	—	NW	1	o
Shanghai	—	29.77	79	—	NW	1	o
Shanghai	—	29.78	80	—	NW	1	o
Shanghai	—	29.79	81	—	NW	1	o
Shanghai	—	29.80	82	—	NW	1	o
Shanghai	—	29.81	83	—	NW	1	o
Shanghai	—	29.82	84	—	NW	1	o
Shanghai	—	29.83	85	—	NW	1	o
Shanghai	—	29.84	86	—	NW	1	o
Shanghai	—	29.85	87	—	NW	1	o
Shanghai	—	29.86	88	—	NW	1	o
Shanghai	—	29.87	89	—	NW	1	o
Shanghai	—	29.88	90	—	NW	1	o
Shanghai	—	29.89	91	—	NW	1	o
Shanghai	—	29.90	92	—	NW	1	o
Shanghai	—	29.91	93	—	NW	1	o
Shanghai	—	29.92	94	—	NW	1	o
Shanghai	—	29.93	95	—	NW	1	o
Shanghai	—	29.94	96	—	NW	1	o
Shanghai	—	29.95	97	—	NW	1	o
Shanghai	—	29.96	98	—	NW	1	o
Shanghai	—	29.97	99	—	NW	1	o
Shanghai	—	29.98	100	—	NW	1	o

T. F. CLARKE, Director.

1 BAROMETER, reduced to 32 degrees Fahrenheit.

2 WIND, in the level of the sea in inches, tenths and hundredths.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, in two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, in plain sky, a detached cloud, a drizzling rain, a fog, a squall, a hail, lightning, a overcast, a passing shower, a squall, a rain, a snow, a thunder, a visibility, a dew (wet) 7 Rain in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 9th

Previous On-Date On Day

at 2 p.m. 6 a.m. 8 p.m.

Barometer 29.76 29.71 29.69

Temperature 75 82 82

Humidity 72 83 84

Wind Direction WNW SW West

Force 2 2 2

Weather od d d

Rain 1.83 —

Highest open air Temperature on 8th ... 82

Lowest open air Temperature on 8th ... 75

HONGKONG TIDE TABLE.

From 1st to 16th June, 1913.

High Water Low Water

Days of Week.

Days of Week.

Days of Week.

Days of Week.

Days of Week.

Days of Week.

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ON SALE.

THE DIRECTOR & CHRONICLE 1913.

FOR CHINA, JAPAN, CORRE.

INDO-CHINA, SIAM, STRAITS.

SETTLEMENTS, MALAY STATES.

NETHERLANDS INDIA, PHILIP.

PINES, BUREAU, ETC.

FIFTY-FIRST ANNUAL ISSUE.

THE DIRECTORY covers the whole of the

ports and cities of the Far East, from Nether-

lands to Siberia, in which European trade,

Not only is the Directory a full and complete

guide, but it is also a most valuable

source of information for the business

man, giving every detail in connection with

the places, their History, Topography, etc., etc.

The Information in these Descriptions, con-

sisting of a hundred interesting articles, packed

with facts concisely set out, and containing

statistics of the Trade of each Country and

Port, would alone suffice to fill a large volume

of Royal Orders—Complete with Fifteen Maps

and Plans, pp. 1,382, \$10.00. Directory only

pp. 382, \$6.00.

The Directories and Descriptions are o

CHINA

JAPAN AND FORMOSA

INDO-CHINA

NETHERLANDS INDIA

PHILIPPINES

MALAY STATES

NETHERLANDS INDIA

PHILIPPINES

MALAY STATES

NETHERLANDS INDIA

PHILIPPINES

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," and those vessels berthed at the Kowloon Wharf "2," together with the number denoting the section.

VESSELS ON THE WERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALACCA COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SAINT PATRICK" On or about 16th June.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 2nd June, 1913. 1718

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA"

Captain S. Barham, carrying His Majesty's Mails, will be despatched from Hongkong for BOMBAY, on SATURDAY, the 21st June, 1913, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MARMORA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay in the s.s. "HIMALAYA," due in London on the 3rd August, 1913.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 9th June, 1913. 1

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alcorty, despatch boat, 1,700 tons, 4 guns, 2,000 h.p., Comdr. A. Cochran, en route to Weihaiwei.

Atlas, despatch tug, 615 tons, 1,400 h.p., Hongkong.

Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. E. Pritchard, en route to Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. E. Darvall, Hongkong.

Cadmus, British sloop, 1,070 tons, 1,400 h.p., Comdr. Hugh P. E. T. Williams, en route to Shanghai.

Chambers, water tank and tug, 390 tons, i.h.p., 340, Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p., 1,400, Comdr. Macdonald, D.S.O., Penang.

Fame, torpedo-boat destroyer, 30 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. Williams, Hongkong.

Flora, 430 tons, 900 f.d., 13 guns, Capt. Charles F. Corbett, M. V. O., en route to Weihaiwei.

Hamshire, 10,850 tons, 21,000 f.d., 14 guns, Capt. J. A. Rowley Hill, Weihaiwei.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, C.S.I., Yokohama.

Klaxa, 610 tons, i.h.p. 1,200, Lt. Comdr. H. Maynard, Hankow.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Capt. F. C. C. Pass, Labuan.

Minotaur, armoured cruiser (flagship), Vice-Admiral T. H. Jernam, C.B., i.h.p. 27,000, Capt. E. B. Kidd, Weihaiwei.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. E. H. F. Bartlett, M. V. O., Yokohama.

Mochan, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. Allen Dixon, Canton.

Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 f.d., Captain George P. L. Hunt, D.S.O., Shanghai.

Nightingale, river gunboat, 85 tons, 20 h.p., Lt. Comdr. Malcolm Murray, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,500 i.h.p., Lieut. Comdr. Chambers, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt. Comdr. E. J. O. Macdonald, Yangtze.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. J. Heetwood-Mack, Hongkong.

Rosario, depot ship for Submarine, 900 tons, i.h.p. 1,400, Lt. Comdr. N. E. Archdale, Canton.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. I. A. S. H. Hutten, west River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.

Taku, torpedo-boat destroyer, 30 tons, 6 guns, 5,700 i.h.p., Gunner W. H. Ryder, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hong Kong.

Tea, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut. Comdr. Hon. Gay Stoford, Chang-kang.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Com. H. R. N. Cottrell-Dormer, Hankow.

Uk, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt. Comdr. W. D. Wells, Yangtze.

Vireo, torpedo-boat destroyer, 385 tons, 6 guns, 6,500 i.h.p., Lieut. Comdr. Harold D. Adair, Hall, en route Weihaiwei.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER				To L'POOL				FROM L'POOL				FROM VANCOUVER			
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Quebec	Steamers	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai
MONTEAGLE	21 June	24 June	26 June	28 June	1 July	15 July	24 July	31 July	23 May	30 May	4 June	18 June	19 June	21 June	23 June
EMPRESS OF JAPAN	2 July	5 July	7 July	9 July	11 July	23 July	31 July	7 Aug.	6 June	13 June	18 June	29 June	30 June	2 July	4 July
EMPRESS OF RUSSIA	16 July	18 July	20 July	22 July	24 July	2 Aug.	7 Aug.	14 Aug.	20 June	27 June	2 July	16 July	17 July	19 July	21 July
EMPRESS OF INDIA	30 July	2 Aug.	4 Aug.	6 Aug.	8 Aug.	20 Aug.	28 Aug.	4 Sept.	18 July	25 July	30 July	15 Aug.	14 Aug.	16 Aug.	18 Aug.
EMPRESS OF ASIA	13 Aug.	15 Aug.	17 Aug.	19 Aug.	21 Aug.	31 Aug.	4 Sept.	11 Sept.	1 Aug.	8 Aug.	13 Aug.	24 Aug.	25 Aug.	27 Aug.	29 Aug.
EMPRESS OF JAPAN	27 Aug.	31 Aug.	1 Sept.	3 Sept.	5 Sept.	17 Sept.	25 Sept.	2 Oct.							

PASSAGE RATES—HONGKONG TO LONDON.				Via QUEBEC—Via NEW YORK.			
Steamers	Single	Round	Steerage	Single	Round	Steerage	Steerage
EMPRESS OF RUSSIA	£71.10	£142.20	£142.20	£71.10	£142.20	£142.20	£142.20
EMPRESS OF ASIA	£65	£130	£130	£65	£130	£130	£130
EMPRESS OF INDIA	£65	£130	£130	£65	£130	£130	£130
EMPRESS OF JAPAN	£65	£130	£130	£65	£130	£130	£130
MONTEAGLE	£43	£86	£86	£43	£86	£86	£86

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc. Particulars on application.

AROUND THE WORLD RATES in connection with Suez Mail Lines or TRANS-AMERICAN ROUTE.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.

SPLendid OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlet, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI, 14th June, Noon.

FOR SHANGHAI, 15th June, Noon.

FOR SHANGHAI, 16th June, Noon.

FOR SHANGHAI, 17th June, Noon.

FOR SHANGHAI, 18th June, Noon.

FOR SHANGHAI, 19th June, Noon.

FOR SHANGHAI, 20th June, Noon.

FOR SHANGHAI, 21st June, Noon.

FOR SHANGHAI, 22nd June, Noon.

FOR SHANGHAI, 23rd June, Noon.

FOR SHANGHAI, 24th June, Noon.

FOR SHANGHAI, 25th June, Noon.

FOR SHANGHAI, 26th June, Noon.

FOR SHANGHAI, 27th June, Noon.

FOR SHANGHAI, 28th June, Noon.

FOR SHANGHAI, 29th June, Noon.

FOR SHANGHAI, 30th June, Noon.

BRITISH INDIA S. N. CO., LD. THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR SHANGHAI, 14th June, Noon.

FOR SHANGHAI, 15th June, Noon.

FOR SHANGHAI, 16th June, Noon.

FOR SHANGHAI, 17th June, Noon.

FOR SHANGHAI, 18th June, Noon.

FOR SHANGHAI, 19th June, Noon.

FOR SHANGHAI, 20th June, Noon.

FOR SHANGHAI, 21st June, Noon.

FOR SHANGHAI, 22nd June, Noon.

FOR SHANGHAI, 23rd June, Noon.

FOR SHANGHAI, 24th June, Noon.

FOR SHANGHAI, 25th June, Noon.

FOR SHANGHAI, 26th June, Noon.

FOR SHANGHAI, 27th June, Noon.

FOR SHANGHAI, 28th June, Noon.

FOR SHANGHAI, 29th June, Noon.

FOR SHANGHAI, 30th June, Noon.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR SHANGHAI, 14th June, Noon.

FOR SHANGHAI, 15th June, Noon.

FOR SHANGHAI, 16th June, Noon.

FOR SHANGHAI, 17th June, Noon.

FOR SHANGHAI, 18th June, Noon.

FOR SHANGHAI, 19th June, Noon.

FOR SHANGHAI, 20th June, Noon.

FOR SHANGHAI, 21st June, Noon.

FOR SHANGHAI, 22nd June, Noon.

FOR SHANGHAI, 23rd June, Noon.

FOR SHANGHAI, 24th June, Noon.

FOR SHANGHAI, 25th June, Noon.

FOR SHANGHAI, 26th June, Noon.

FOR SHANGHAI, 27th June, Noon.

FOR SHANGHAI, 28th June, Noon.

FOR SHANGHAI, 29th June, Noon.

FOR SHANGHAI, 30th June, Noon.

SHIPPING

ARRIVALS.

ANHUI, British str., 1,352, J. B. Harris, 9th June—Shanghai 8th June, General—Butterfield & Swire.

FOOCHOW, British str., 1,991, R. Lewis, 8th June—Ningbo 2nd June, General—Butterfield & Swire.

GUENTUR, British str., 3,620, R. Webster, 8th June—Shanghai 8th June, General—Shewan, Tomes & Co.

HALLIOTT, Dutch str., 1,070, J. Barker, 9th June—Amoy 8th June, Nil—Asiatic Petroleum Co.

IOHANN, British str., 9th June—Canton.

JOHANN, German str., 931, H. Ipland, 9th June—Saigon 8th June, Rice—Jensen & Co.

KWANGLEE, Chinese str., 1,462, MacArthur, 8th June—Shanghai 8th June, General—Chinese.

MACHAO, British str., 1,270, L. Harbord, 9th June—Liverpool 3rd May, General—Butterfield & Swire.

SIKANG, French str., 1,300, J. Pannier, 8th June—Haiphong 4th June, General—Messageries Maritimes.

SOSU MARU, Japanese str., 9th June—Canton.

SUNGKIAN, British str., 975, J. Robinson, 9th June—Hankow 8th June, General—Butterfield & Swire.

TITAN, British str., 3,730, H. W. N. Evans, 9th June—Vancouver 28th April, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

June 9th.

BENDEI, British str., for Kolschichang.

COQUET, British str., for Mille.

FOOCHOW, British str., for Canton.

HAIPHONG, British str., for Swatow.

HALLIOTT, Dutch str., for Balikpapan.

LYEEMOON, German str., for Saigon.

MACHAO, British str., for Shanghai.

DEPARTURES.

June 9th.

ANHUI, British str., for Canton.

HAIPHONG, British str., for Swatow.

KWANGLEE, Chinese str., for Canton.

SHIPPING REPORTS.

The Chinese str. Kwanglee reports: Fine weather and moderate wind.

The British str. Anhu reports: Moderate early winds and fine weather.

The British str. Machao reports: Light variable winds and fine weather.

The British str. Foochow reports: Fog and rain in Pechili Gulf, from Yellow Sea here light southerly breeze, calm sea, fine and clear.

PASSENGERS.

ARRIVED.

Per Anhui, from Shanghai, Mr. Wilson.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. Togo Maru left Kobe for Hongkong on the 6th June, and is due on the 17th June.

The T.K.K. str. Shingo Maru left San Francisco for Hongkong on the 7th June, and is due in Hongkong on the 8th June.

The I.G.M. str. Berlingham carrying the German Mails with dates from Berlin 14th May, left Colombo on 31st May, and may be expected here on or about 11th June.

MERCHANT STEAMERS.

The Danish str. Siam left Singapore on the 6th June, and may be expected here on or about the 10th June.

The I.G.M. str. Goshaw left Shanghai on the 7th June, and may be expected here on or about the 10th June, at 6 p.m.

The H.A.L. str. Alesia left Hankow on the 6th June, a.m., and may be expected here on or about the 12th June, a.m.

The Swedish East Asiatic Co.'s str. Ceylon left Port Said on the 27th May, and is expected to arrive here on the 20th June.

The T.K.K. str. Kijo Maru arrives at Honolulu from Manila on the 11th June, and is due in Hongkong on the 20th June.

The American & Manchurian Line str. Swasi passed the Suez Canal on the 6th May, for Hongkong direct.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Linsang, from Calcutta, is due in Hongkong 12th June.

Fooking, from Singapore, is due in Hongkong 10th June.

Katsang, from Shimane, is due in Hongkong 11th June.

Huangang, from Shanghai, is due in Hongkong 13th June.

SEIWE LINE, LIMITED.

Harpur, from Moji, is due in Hongkong 13th June.

Monmouthshire, from London, is due in Hongkong 17th June.

Vesta, from London, is due in Hongkong 30th June.

INDRA LINE, LIMITED.

Indraghiri, from New York, is due in Hongkong 20th June.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

Itala, from Singapore, is due in Hongkong 11th June.

THE BANK LINE, LIMITED. HONGKONG. CANTON. MACAO & PENINSULAR & ORIENTAL

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA. CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong: 23rd June. Connecting with "KATANGA" 10th July.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS in sufficient inducement offered, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIG" On 21st June.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "AKRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 30th June.
S.S. "JAPAN," 6,015 tons, Captain C. P. Seddon, will be despatched to KOBE & MOJI (Yokohama if sufficient inducement offered) on 3rd July.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 25th June.
S.S. "DILVARA," 5,378 tons, Captain Ramaga, R.N.R., will be despatched as above on 30th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, 10th June, 1913.

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

COMFORT.	FROM HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.	SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.	KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.	LULU (the Paradise of the
NILE ... 11,000 tons.	Pacific) through Service via
CHINA ... 10,200 tons.	Pacific) through Service via
PERFIA ... 9,000 tons.	NEW YORK to Europe.
SAFETY.	SPEED.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90) and to San Francisco £56. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

Steamers	Tons	Starting
MONGOLIA	27,000	TUESDAY, 10th June, at 1 p.m.
PERFIA	9,000	TUESDAY, 1st July, at 3 p.m.
KOREA	18,000	FRIDAY, 4th July, at 1 p.m.
SIBERIA	18,000	SATURDAY, 19th July, at 1 p.m.
CHINA	10,200	TUESDAY, 29th July, at 3 p.m.
MANCHURIA	27,000	TUESDAY, 5th Aug., at 1 p.m.
NILE	11,000	TUESDAY, 19th Aug., at 3 p.m.
MONGOLIA	27,000	TUESDAY, 26th Aug., at 1 p.m.

INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama free of charge.

HONGKONG-MANILA SERVICE.

From Hongkong	Arrive Manila	Leave Manila	From Manila	Due Hongkong
1st July	PERFIA ... 3rd July	21st June	PERFIA ...	23rd June
4th July	KOREA ... 6th July	19th July	CHINA ...	21st July
29th July	CHINA ... 31st July	27th July	MANCHURIA ...	29th July
19th Aug.	NILE ... 21st Aug.	9th Aug.	NILE ...	11th Aug.
16th Sept.	PERFIA ... 18th Sept.	17th Aug.	MONGOLIA ...	19th Aug.

LET US PLAN AN ITINERARY FOR YOU.

Kino's Building (opposite Blake Pier). Telephone No. 141.
O. H. RITTER, Acting Agent.

Panama-Pacific International Exposition—San Francisco—1915

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

FOR STEAMER TO SAIL.

SHANGHAI, KOBE AND ATLANTIQUE	On 16th June, at 7 a.m.
YOKOHAMA ...	Capt. Lidia
MARSEILLES VIA PORTS	On 17th June, at 1 p.m.
PAUL LECAT	Capt. Valat

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and A. STELLA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.
For further particulars apply toP. THOMAS, AGENT,
QUEEN'S BUILDING.

2

WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
TUESDAY, 10th JUNE, 1913.
8 a.m. "HEUNGSHAN"
10 p.m. "PATSHAN"WEDNESDAY, 11th JUNE, 1913.
8 a.m. "HONAM"
10 p.m. "KINSHAN"

A Telephone service has been recently installed on the Canton Company's steamers. Day steamers Call No. 776. Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 15th JUNE, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamship connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 589 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LIN-TAN" and "BAN-LU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

[51]

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE),
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SOER AND PORT SAID.
S.S. "AFRICA," 2,840 tons, will leave as above on 13th June, at 5 p.m.
Superior accommodation for 1st and 2nd Class passengers, no surcharge tips, no inside cabins. Doctor, Stewards, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SOER AND PORT SAID.
S.S. "GIBELA," will leave as above about 1st July. (For Cargo only).
These Steamers of large tonnage are fitted with comfortable and class accommodation for Saloon Passengers. No extra. Doctor, Stewards, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lugano, Paris, Calais or Boulogne, Class I £48.15, II £41.5.
BY ST. GOUDARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Basle, Lyon, Calais or Boulogne, Class I £48.15, II £41.5.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £49.11, II £49.9.
BY LUTHER EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £47.19, II £41.6.
TO SHANGHAI.
S.S. "KOEBER," 9,000 tons, will leave as above on 28th June, at 5 p.m.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
to KOBE via SHANGHAI, YOKOHAMA.
S.S. "D. F. FERDINAND," 12,300 tons, will leave as above about 28th June.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.
SANDER, WIELER & Co., Agents,
Hongkong, 5th June 1913. Prince's Building.

[52]

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, "CEYLON" ... 9,000 ... About 20th June.
KOBE and MOJI ...
For Freight and Further Particulars apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

[37]

SAN FRANCISCO SCENIC ROUTE



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.

S.S. CHYO MARU ... 22,000 tons.

S.S. SHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra. Daily tank bathing, cricket, baseball, games and free newspaper containing World's happenings by wireless.
WESTERN PACIFIC—DENVER AND RIO GRANDE.
The T.P.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.
Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 625.

O. LACY GOODRICH,

GENERAL ORIENTAL AGENT,
75 MAIN STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

57

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 1 day earlier)	Due LONDON (London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SUNDAY	SATURDAY
ARCADIA	June 21	MARMORA	July 20	July 26
DEVANHA	July 5	MEDINA	Aug. 8	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASSAYE	August 2	MALOJA	Aug. 31	Sept. 16
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due MARSEILLES	Due LONDON
	About	About	About
SUMATRA	June 11	July 15	July 25
NUBIA	June 25	July 31	Aug. 10
SUNDA	July 9	Aug. 15	Aug. 24
SARDINIA	July 23	August 29	Sept. 7
SIMLA	August 6	Sept. 12	Sept. 21
NAMUR	August 20	Sept. 25	Oct. 4

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.0 SINGLE £82.0 RETURN.

2nd £38.0 £57.4

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA.	AKI MARU Capt. Kon.	12,500	WED'DAY, 13th June, at Dlight.
POBE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. A. H. Moore.	15,000	WED'DAY, 2nd July, at Daylight
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. R. Shimizu.	12,500	TUESDAY, 17th June, at 4 p.m.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SADO MARU Capt. A. Sato.	12,500	TUESDAY, 1st July, at 4 p.m.
	KUMANO MARU Capt. M. Winkler.	9,300	WED'DAY, 2nd July, at Noon.
	INABA MARU Capt. S. Tomimaga.	12,500	WED'DAY, 30th July, at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	COLOMBO MARU Capt. Kawashima.	6,000	SATURDAY, 14th June.
BOMBAY via SINGAPORE, and COLOMBO	BOMBAY MARU Capt. Toawa.	6,000	TUESDAY, 10th June.
KOBE and YOKOHAMA	ATSUTA MARU Capt. J. Nagao.	16,000	THURSDAY, 19th June, at 11 a.m.
KOBE and YOKOHAMA	TOSA MARU Capt. Sato.	12,000	MONDAY, 23rd June.
NAGASAKI, KOBE & YOKOHAMA	INABA MARU Capt. Tomimaga.	12,500	WED'DAY, 2nd July, at 11 a.m.
SHANGHAI, MOJI and KOBE	KAWACHI MARU Capt. Christiansen.	12,500	WED'DAY, 18th June.

Fitted with New System of Wireless Telegraphy.

Cargo only

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return	KOBE Return	MOJI Return	NAGASAKI Return
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamers' Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephones Nos. 292 and 1241.

11-12-13

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	SUMATRA Capt. W. R. Le Mare, R.N.R.	10 A.M. 11th June	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SARDINIA Capt. G. Manley	1 P.M. 14th June	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 19th June	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ARADIA Capt. S. Barham	Noon 21st June	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 10th June, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
CHEFOO, NEWCHANG & CHINWANTAO	CHINWANTAO	On 10th June, 5 P.M.
MANILA, CEBU and ILOILO	CHINWANTAO	On 10th June, 4 P.M.
SHANGHAI	CHINWANTAO	On 12th June, 10 A.M.
SHANGHAI	CHINWANTAO	On 12th June, 4 P.M.
SHANGHAI	CHINWANTAO	On 14th June, 10 A.M.
SHANGHAI	CHINWANTAO	On 14th June, 4 P.M.
SHANGHAI	CHINWANTAO	On 16th June, 10 A.M.
SHANGHAI	CHINWANTAO	On 16th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "CHINWANTAO," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, all on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Passengers must embark before midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

BUTTERFIELD & SWIRE.

For Freight or Passage apply to—

Telephone 36.

AGENTS

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hedgicock	TUESDAY, 10th June, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 13th June, at 11 A.M.
"HAITAN"	Capt. J. B. Bosch	TUESDAY, 17th June, at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	WED'DAY, 11th June, at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & Co.,
GENERAL MANAGERS.

Hongkong, 7th June, 1913.

**THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.**

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	On 27th June.	On 21st June, Noon.
EASTERN	On 25th July.	On 19th July, Noon.
EMPIRE	On 25th July.	On 16th Aug., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.

47

HAMBURG-AMERIKA LINIEIN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, F.R.G., BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMEWARD
FOR SHANGHAI, KORE & YOKOHAMA:	FOR HAMBURG, ROTTERDAM, HAMBURG & ANTWERP:
S.S. GOLDENFELS 13th June.	S.S. ALEZIA 12th June.
S.S. C. FRED LAEISZ 19th June.	FOR MARSILLES & HAMBURG:
S.S. PREUSSEN 30th June.	S.S. SAMBA 13th June.
S.S. SILESIA 20th July.	FOR HAMBURG, BREMEN & HAMBURG:
S.S. BELGEVIA 30th July.	S.S. SEGOVIA 19th June.
	FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.)
	S.S. C. FRED LAEISZ 20th June.
	FOR MARSILLES, HAMBURG & HAMBURG:
	S.S. SITHONIA 29th June.
	FOR MARSILLES, HAMBURG & HAMBURG:
	S.S. FUERST BUELOW 30th June.

For Further Particulars apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 9th June 1913

TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE-SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	TUESDAY, 17th June, Noon.
TENYO MARU	E. Bent	SATURDAY, 21st June, at Noon.
SHINYO MARU	W. C. T. Filmer	SATURDAY, 12th July, at Noon.
CHIYO MARU	W. W. Groene	THURSDAY, 7th Aug., at Noon.

The S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU on TUESDAY, the 17th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO

and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and COBONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, TIQUQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,200	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	16,500	WED'DAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Hilo and Obo	On 16th June, 4 P.M.
ZAFIRO	4000	McMurray	Manila, Mangarin, Hilo and Obo	On 26th June, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co. 110

OSAKA SHOSEN KAISHA.REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	THURSDAY	LEAVING
"TACOMA MARU"	T. Hamada	12th June, at 1 P.M.	
"PANAMA MARU"	J. Kanoo	25th June, at 1 P.M.	
"SEATTLE MARU"	T. Saito	10th July, at 1 P.M.	
"MEXICO MARU"	N. Kobayashi	23rd July, at 1 P.M.	
"CHICAGO MARU"	Goto	7th Aug., at 1 P.M.	
"CANADA MARU"	K. Hori	20th Aug., at 1 P.M.	

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

STEAMER	CAPTAIN	THURSDAY	LEAVING
"SAIGON MARU"	T. Yamaguchi	26th June, P.M.	
"INDO MARU"	M. Nemoto	30th July, P.M.	
"LUZON MARU"	H. Yamamoto	26th Aug., P.M.	

FOR MOJI, KOBE AND YOKKAICHI.

STEAMER	CAPTAIN	SUNDAY	LEAVING
"INDO MARU"	M. Nemoto	22nd June, P.M.	
"LUZON MARU"	H. Yamamoto	18th July, P.M.	
"SAIGON MARU"	T. Yamaguchi	22nd Aug., P.M.	

CHINA & FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	WED'DAY	LEAVING
"KAIJO MARU"	Y. Yamamoto	18th June, at 2 P.M.	

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	SUNDAY	LEAVING
"DAIGI MARU"	S. Tokushige	15th June, at Noon.	
"DAIJI MARU"	M. Nagano		

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	WED'DAY	LEAVING
"SOSHU MARU"	K. Tashiro	11th June, at 10 A.M.	

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"BOSEU MARU"	K. Tashiro	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER
Second Floor, No. 1, Queen's Building.

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RUSSIAN VOLUNTEER FLEET.

The S.S. "MOGILEFF," 6,200 R.T., Commander Kekouatoff, will leave Nagasaki on the 4th of June, expected in Hongkong on the 8th of June, sailing from Hongkong on the 12th of June, for ODESSA via Ports.

The S.S. "EKATERINOSLAV," 6,581 R.T., Commander Tideman, is expected from Shanghai on the 18th of June, and will sail from Hongkong on the 20th of June, for ODESSA via Ports.

The S.S. "PERM," 4,149 R.T., Commander Schmelz, is expected from Singapore on the 14th of June, and will sail from Hongkong on the 16th of June, for NAGASAKI and VLADIVOSTOK.

For Freight, Passage and further particulars, apply to

CAPTAIN D. A. LUKHMANOFF,
AGENT,
Hotel Mansion, 3rd Floor,
Rooms Nos. 12a and 14.
Telephone No. 1224.

Hongkong, 6th June, 1913.

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**NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.**

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"GOEBEN," Capt. A. Ahlborn	17,300	Wed'day, 11th June, at 10 A.M.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER," Capt. F. Prosch	17,000	About Wed'day, 11th June.
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MANILA, YAP, SAMARAI, MARONN, NEWGUINEA, BRIS- BANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. Reppert	6,100	Saturday, 14th June, at 9 A.M.
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KOBE and YOKOHAMA	"COBLENZ," Capt. L. Kockert	6,750	About Tuesday, 24th June.
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KUDAT and SANDAKAN	"BORNEO," Capt. F. Smidell	5,400	End of June.
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All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,
FLOEBERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 7th June 1913.

ON SALE.

THE

**DIRECTORY
AND
CHRONICLE**

FOR

CHINA, JAPAN, COREA, INDO-CHINA, STRAITS
SETTLEMENTS, MALAY STATES, SIAM, NETHER-
LANDS INDIA, BORNEO, THE PHILIPPINES,
ETC.

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1913.

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OR

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A SOCIAL AND POLITICAL OF NOVEL.

ABSORBING INTEREST.

By CHAS. J. HALCOMBE

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME which consists of 64 Pages, and includes a Sketch Map of historical interest showing the disposition of the Forces at the battle of Kwaillin, is dedicated to Sir Robert Hart, G.C.M.G., and Dr. A. BARNES.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE \$3.50

To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWER & Co., from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office

ON SALE.

MAIL TABLES

FOR 1913.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents.

On Paper 25 "

On Sale at the Hongkong Daily Press Office.

Hongkong 10th January, 1913.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly

Approximate Averages for 56 years

FROM 1874 TO 1909.

Price 32 Cash. On Sale at the Daily Press Office and Local Booksellers.

